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Cont.

tabs interlock with grooves in the plastic wheel cover. The trim ring extends radially outwardly to conceal a rim flange of the wheel. The trim ring of Spisak does not, however, closely conform to the rim flange of the wheel and therefore does not provide the visible impression that the wheel itself is chrome plated, but rather that the wheel is covered by a chrome plated trim ring.

Kindly replace the paragraph beginning at line 3 of page 10 and ending at line 5 of page 10 with the following:

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It is another object to provide a composite wheel assembly that does not rust or corrode as a result of a wheel cover having scraped a wheel at a rim flange thereof during assembly of the wheel cover.

Kindly replace the paragraph beginning at line 20 of page 11 and ending at line 22 of page 11 with the following:

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Fig. 10 is a cross-sectional view of the radial periphery of an embodiment alternative to that of Fig. 7 and showing a trim ring having a radially inwardly projecting portion overlapping a radially outer portion of a cladding;

Kindly replace the paragraph beginning at line 23 of page 11 and ending at line 25 of page 11 with the following:

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Fig. 11 is a cross-sectional view of the radially outer periphery of a composite wheel assembly wherein a bevel is provided on a rim flange; and

Kindly replace the paragraph beginning at line 1 of page 12 and ending at line 2 of page 12 with the following:

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Fig. 12 is a cross-sectional view of an alternative to that of Fig. 11 wherein a bevel is provided on the rim flange.

Kindly replace the paragraph beginning at line 24 of page 13 and ending at line 11 of page 14 with the following:

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Referring now to Figures 2 and 3, the trim ring 50 includes a U-shaped portion 52 and a flange portion 54 extending radially inwardly from the U-shaped portion 52. The U-shaped portion 52 of the trim ring 50 mounts to, or encapsulates, a portion of the rim flange 34 of the wheel 20, while the flange portion 54 of the trim ring 50 extends along the axially outboard surface 35 of the rim flange 34 with a gap therebetween.

Accordingly, the trim ring 50 covers or overlays all or a portion of the flange lip 36 and axially outboard surface 35, as well as a portion of a radially outer surface 40 of the rim flange 34. In other words it is desired to substantially conform the trim ring 50 to at least a portion of the rim flange 34 of the wheel 20. Preferably, a thin layer of adhesive 74 is disposed between the trim ring 50 and the rim flange 34 to secure the trim ring 50 to the wheel 20. Alternatively, if an adhesive is not used to secure the trim ring 50 to the wheel 20, a radially outer periphery 62 of the cladding 60 overlaps the flange portion 54 of the trim ring 50 to retain the trim ring 50 to the wheel 20.

Kindly replace the paragraph beginning at line 12 of page 14 and ending at line 2 of page 15 with the following:

Referring again to Figure 2, the cladding 60 is initially secured to the wheel 20 via any of a number of methods including mechanical interlocking features, a separate fast-cure adhesive, or a slave tool such as a curing cap for temporarily securing the wheel cover to the wheel until the foamed adhesive sufficiently cures. In the preferred embodiment, a central portion of the cladding 60 includes a series of concentrically disposed snap tabs 64, or projections, extending axially inwardly from an inboard surface 66 of the cladding 60 toward the disc 24 of the wheel 20. The snap tabs 64 are formed integrally with the cladding 60, have an elongated shape and have a protuberance 68 formed at a distal end of the snap tabs 64 such that the snap tabs 64 provide for a biased resilient interference fit with an annular detent 38 in the disc 24 of the wheel 20. The annular detent 38 is suited for use as a datum for accurately centering the cladding 60 on the wheel 20 and to maintain such centering until the adhesive 74 is allowed to cure and permanently attach the overlay to the wheel 20. The snap tabs 64 also serve to space the inboard surface 66 of the cladding 60 axially apart from the outboard surface 28 of the wheel 20, such that gaps are formed in which the curable, and preferably foamable, adhesive 74 is disposed between the wheel 20 and the cladding 60.

Kindly replace the paragraph beginning at line 10 of page 19 and ending at line 23 of page 19 with the following:

Figure 11 illustrates a composite wheel assembly 810 having a wheel 820 with a cladding 860 with a portion thereof that overlaps a portion of a trim ring 850 as similarly described previously. A rim flange 834 of the wheel 820 includes a radially outer surface 840, a radially inner surface 842, and a flange lip 836 therebetween. Uniquely, the radially outer surface 840 is chamfered to provide a bevel 840A thereon for ease of assembling the trim ring 850 to the wheel 820. Correspondingly, the trim ring 850 includes a lip portion 852 having a radially outer wall 857 that is juxtaposed the bevel 840A of the rim flange lip 834, a radially inner wall 858 that is juxtaposed the radially inner surface 842 of the flange lip 836, and an axially outboard wall 859 therebetween that is juxtaposed the flange lip 836 of the rim flange 834. A flange portion 854 depends radially inwardly from the radially inner wall 858 of the lip portion 852 of the trim ring 850. Advantageously, due to the bevel configuration, the trim ring 850 does not frictionally engage or scrape the flange lip 836 as discussed previously in relation to the Heck et al. reference.

Kindly replace the paragraph beginning at line 24 of page 19 and ending at line 6 of page 20 with the following:

Similarly, Figure 12 illustrates a composite wheel assembly 910 as the preferred embodiment and a variation on the embodiment shown in Figure 11. Here a rim flange 934 of a wheel 920 includes a radially outer surface 940 that is also chamfered to include a bevel 940A for ease of assembling a trim ring 950 to the wheel 920. A